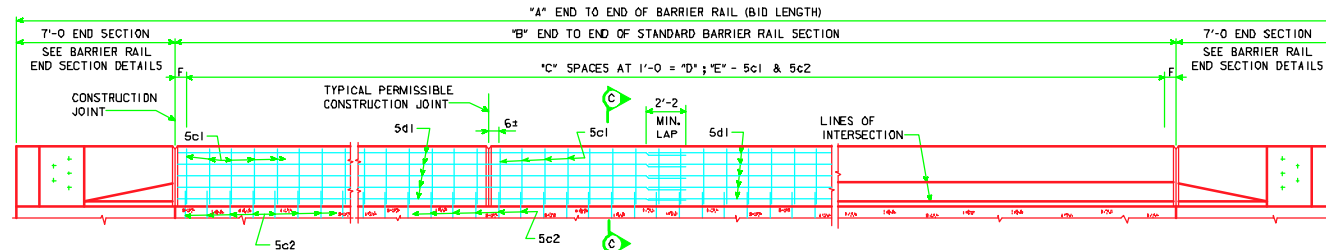
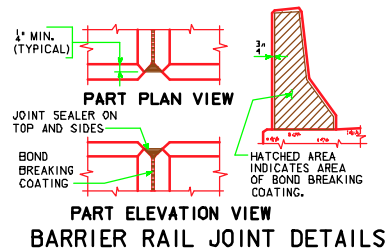


TABLE OF BARRIER RAIL DIMENSIONS AND NUMBERS

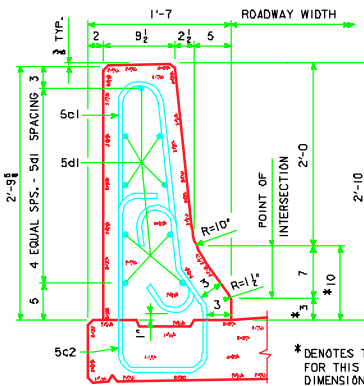
BRIDGE LENGTH	160'-0"				180'-0"				200'-0"				220'-0"				240'-0"				260'-0"				280'-0"				300'-0"			
SKEW	0°	10°	20°	30°	0°	10°	20°	30°	0°	10°	20°	30°	0°	10°	20°	30°	0°	10°	20°	30°	0°	10°	20°	30°	0°	10°	20°	30°	0°	10°	20°	30°
A (FT-IN)	171'-0"	177'-0"	177'-2 1/4"	177'-5 1/4"	191'-0"	197'-0"	197'-2 1/4"	197'-5 1/4"	217'-0"	217'-0"	217'-2 1/4"	217'-5 1/4"	237'-0"	237'-0"	237'-2 1/4"	237'-5 1/4"	257'-0"	257'-0"	257'-2 1/4"	257'-5 1/4"	277'-0"	277'-0"	277'-2 1/4"	277'-5 1/4"	297'-0"	297'-0"	297'-2 1/4"	297'-5 1/4"	317'-0"	317'-0"	317'-2 1/4"	317'-5 1/4"
B (FT-IN)	163'-0"	163'-0"	163'-2 1/4"	163'-5 1/4"	183'-0"	183'-0"	183'-2 1/4"	183'-5 1/4"	203'-0"	203'-0"	203'-2 1/4"	203'-5 1/4"	223'-0"	223'-0"	223'-2 1/4"	223'-5 1/4"	243'-0"	243'-0"	243'-2 1/4"	243'-5 1/4"	263'-0"	263'-0"	263'-2 1/4"	263'-5 1/4"	283'-0"	283'-0"	283'-2 1/4"	283'-5 1/4"	303'-0"	303'-0"	303'-2 1/4"	303'-5 1/4"
C	162	162	162	162	182	182	182	182	202	202	202	202	222	222	222	222	242	242	242	242	262	262	262	262	282	282	282	282	302	302	302	302
D (FT-IN)	162'-0"	162'-0"	162'-0"	162'-0"	182'-0"	182'-0"	182'-0"	182'-0"	202'-0"	202'-0"	202'-0"	202'-0"	222'-0"	222'-0"	222'-0"	222'-0"	242'-0"	242'-0"	242'-0"	242'-0"	262'-0"	262'-0"	262'-0"	262'-0"	282'-0"	282'-0"	282'-0"	282'-0"	302'-0"	302'-0"	302'-0"	302'-0"
E	163	163	163	163	183	183	183	183	203	203	203	203	223	223	223	223	243	243	243	243	263	263	263	263	283	283	283	283	303	303	303	303
F (IN)	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4	6	6 5/8	7 1/8	8 1/4



ELEVATION OF BARRIER RAIL LAYOUT



BARRIER RAIL JOINT DETAILS



PART SECTION C-C

BARRIER RAIL NOTES:

1. MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.
2. THE PERMISSIBLE CONSTRUCTION JOINTS ARE TO BE PLACED BETWEEN VERTICAL BARS AT A MINIMUM SPACING OF 20 FEET. CONSTRUCTION JOINT CONTACT SURFACES ARE TO BE COATED WITH AN APPROVED BOND BREAKER.
3. COST OF THE JOINT SEALER AND BOND BREAKER SHALL BE CONSIDERED INCIDENTAL TO OTHER CONSTRUCTION.
4. ALL BARRIER RAIL REINFORCING STEEL IS TO BE EPOXY COATED.
5. THE CONCRETE BARRIER RAIL IS TO BE BID ON A LINEAL FOOT BASIS. THE NUMBER OF LINEAL FEET OF BARRIER RAIL INSTALLED WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAL FOOT BASED ON PLAN QUANTITIES. PRICE BID FOR CONCRETE BARRIER RAILING SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, EXCLUDING REINFORCING STEEL, AND ALL OF THE EQUIPMENT AND LABOR REQUIRED TO ERECT THE RAIL IN ACCORDANCE WITH THESE PLANS AND CURRENT SPECIFICATIONS. IF CONDUIT IS REQUIRED IN THIS PLAN THE RIGID STEEL CONDUIT, JUNCTION BOXES AND FITTINGS INCLUDING LABOR AND ANY ADDITIONAL WORK TO DO THE INSTALLATION IS CONSIDERED INCIDENTAL TO THE COST OF THE RAILING.
6. ALL BARRIER RAIL REINFORCING STEEL IS TO BE INCLUDED WITH THE SUPERSTRUCTURE REINFORCING STEEL.
7. THE JOINT SEALER SHALL BE LIGHT GRAY NONSAG LATEX CAULKING SEALER MARKETED FOR OUTDOOR USE. NO TESTING OR CERTIFICATION IS REQUIRED.
8. TOP OF THE BARRIER RAIL IS TO BE PARALLEL TO THE THEORETICAL & GRADE.
9. CROSS SECTIONAL AREA OF THE STANDARD SECTION OF THE BARRIER RAIL = 2.84 SQUARE FEET.

LATEST REVISION DATE  APPROVED BY BRIDGE ENGINEER <i>Norman E. McQuinn</i>		
	STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES <b>ROLLED STEEL BEAM BRIDGES</b> FEBRUARY, 2004	
	<b>BARRIER RAIL DETAILS</b> SHEET 1 OF 3	<b>RS40-BRI-04</b>